

Waists Summer Dresses Under Muslins

In these three sections we present to you remarkable money saving opportunities. Dependable goods marked unusually low for early and quick selling.

- 2.98 White Waists, 75c
- 5.98 White Waists, \$2.98
- 3.98 Net Waists, \$2.98
- 3.50 White Dresses, \$1.50
- 8.50 White Dresses, \$2.98
- 2.98 Muslin Drawers, \$1.50
- 1.75 Muslin Skirts, \$1.25
- 1.00 Muslin Gowns, 75c
- 2.98 Combination Suits, \$1.98
- 1.75 Corset Covers, \$1.25
- Good Corset Covers, 10c
- Good Skirts, 98c
- Good Gowns, 35c
- Good Drawers, 19c

S. C. Cullen & Co
126, 128, 130 E. Main St.

Tri-Weekly Courier

CHANGING ADDRESSES.

Subscribers wishing their address changed will please give the name of the Postoffice to which the paper has been sent as well as the Postoffice where they desire it to be changed to.

LOCAL NEWS ITEMS

From Saturday's Daily.

Neasham sells the best watches.

Mrs. Van Marshall of Ollie spent yesterday in the city on business.

Whale oil soap kills insects. Sargent's.

Mrs. T. G. Smith of Linby was in the city yesterday on business.

Mr. and Mrs. C. C. Stubbs of Pekay were business visitors in the city yesterday.

Mrs. G. A. Spilman of Packwood returned home yesterday.

Miss Nellie Vandever of Selma was a business visitor in the city yesterday.

Mr. and Mrs. G. G. Gallaway and daughter, Mrs. L. Harden of Eldon, have returned home.

Mr. and Mrs. James Sexton of Douds-Leandro spent yesterday in the city.

Mr. and Mrs. Harvey Thompson and children, Orville and Grant, of Eldon, were business visitors in the city yesterday.

Sulphur 5c pound in 10 lb lots. Sargent's.

Mrs. B. Creamer of Farson spent yesterday in the city on business.

Mrs. E. Ellar of Linby, who has been visiting her brother, A. W. Peck, 211 Mabel street, has returned home.

Mr. and Mrs. James Greenly of Richland were in the city yesterday on business.

Mrs. R. D. Callister of Richland spent yesterday in the city on business.

Copperas, 5c pound at Sargent's.

Mrs. D. T. Davis of Ollie has returned home.

Mrs. E. Culbertson of Chillicothe spent the day in the city on business.

Mrs. M. C. Perry of New London passed through the city today en route to Keosauqua.

Miss Ruth Allison of Avery visited in the city today, being on her way to visit friends in Eddyville.

Bordeau mixture for spraying trees. Sargent's.

From Monday's Daily.

Miss Etta Kitchen, 134 North street is visiting friends in Batavia.

Mr. and Mrs. C. T. Sullivan and Mrs. N. A. Farson, 449 North Jefferson street, left the city this morning for Keosauqua.

Mrs. C. L. Jagger and daughters, Vera and Irma of Charlton, have returned home.

Blue vitriol, 15c pound in 5 lb lots. Sargent's.

Mrs. S. W. Reaves of Drakeville has returned home after a visit with Mrs. Alvin Bryant, 137 Hancock street.

Miss Clara Anderson of Dudley, who has been visiting her aunt, Mrs. Ida Hill, on Hancock street, has returned home.

Our new styles in colored oxfords and shoes and the easy comfort shoes and the easy price we make keep the people coming. Watch us. Church Shoe Co.

W. W. Luke of Keosauqua was a visitor with his cousin John Luke, a moulder in the foundry, at 815 Wabash avenue, over Sunday, enroute home from Denver, Colo.

Stock and poultry foods, all makes. Sargent's.

Mrs. E. A. Burton of Des Moines, who has been visiting Mrs. Amanda Burton, 705 East Second street, left this morning for Moulton.

THE MEGS PARTY COMPLETE CRUISE

TRIP OF THE HORNET FROM DES MOINES TO KEOKUK GRAPHICALLY TOLD.

MAY MEAN MUCH

Report of Engineer Might be Means of Future Navigation of the Stream—People Show an Interest.

The publishing of the log of the "Hornet," the launch used by Major Montgomery Meigs and party of surveyors in their trip down the Des Moines river from the city of Des Moines to Keokuk is very interesting reading and may go far toward the future navigation of this beautiful stream. The work of the preliminary survey was thorough and quite complete, being done under the direction of one who is perhaps as familiar with inland water navigation as anyone in the country. Major Montgomery Meigs in charge of the government lock at Keokuk and a civil engineer of country-wide fame. The history of the cruise of the "Hornet" party is interestingly told by Harold Young, of the Des Moines Capitol, as follows:

Log of the "Hornet."
Tuesday, May 11, 5 p. m. Left Des Moines.

Tuesday, May 11. Arrived Hastie, stopped for the night.

Wednesday, May 12, 7:30 a. m. Left Hastie.

12:30. Stopped by broken shaft; 38 miles.

2:17. Landed mile and one-half from Dunreath.

Thursday, May 13.—John Hanning piloted "Hornet" to Red Rock (four miles from Dunreath).

2:45. Shaft repaired. Left Red Rock.

8:30. Arrived cut-off, two miles from Harvey.

Friday, May 14, 9:30 a. m. Left Harvey.

2 p. m. Arrived Eddyville.

8 p. m. Arrived Ottumwa.

Saturday, May 15. Spent in Ottumwa.

Sunday, May 16, 11:05 a. m. Left Ottumwa.

1:40 p. m. Arrived Eldon.

2:45 p. m. Left Eldon.

6:30 p. m. Arrived Keosauqua. Stopped for the night.

Monday, May 17, 10 a. m. Left Keosauqua.

7:10 p. m. Reached Mississippi river.

7:37 p. m. Arrived at the government locks at Keokuk.

"Up Soak Creek, by Gosh."

When steamboats come up the Des Moines river from the Mississippi river, railroad rates will go down. This is the belief of the inhabitants of the many little hamlets which have been sleeping on the banks of the whirling Des Moines since the early days when the smoke of the passing boats was seen on the bends.

The lowering of the freight rates is not the only reason why the residents of the tributary country wish to see the return of the steamboat days. They want to receive the benefits of the accidental travel on the river. Steamers will tie up to their docks; passengers will come ashore and patronize the merchants; the steamers will buy fuel and many other financial benefits will accrue. Then, the towns will awaken into life.

The people who remember the steamboat days are dreaming of the past. They recall many occurrences that happened. They laughingly refer to the pilot who went to sleep, leaving a deck hand at the wheel. After giving him minute instructions about the making of a certain turn he awakened to look at strange surroundings, and found to his intense disgust that the boat was in a narrow inlet and exclaimed, "Up Soak Creek, by gosh."

The "Hornet," the government launch, successfully battled with the currents and shallow bars and projecting snags, and rose in triumph a new era in the history of the Des Moines river was inaugurated. When this twenty-five foot launch made the way of nearly two hundred miles from Des Moines to the Mississippi river, hope was aroused that again the river would be used as a navigable stream. It is now up to the waterways committees of congress.

Is the Des Moines river navigable? The preliminary investigation of Major Montgomery Meigs will decide whether a careful survey will be made for the further consideration of the project.

Below Ottumwa, there is no doubt that steamers could travel; above that place, there are many obstacles to the passage. The river is snaky, and in many places the channel is shallow. To make the river navigable a great deal of money must be spent. Bridges would have to be changed. Draws would have to be put in. Will the money be spent? No one knows at this time. In Europe many streams smaller than the Des Moines are used extensively for commerce. Municipal docks are built, with traveling cranes for the unloading of cargoes.

Largest in 40 Years.

The trip of the "Hornet" marked the passage of the largest craft for nearly a century. Very little difficulty was experienced, as the river was at flood stage of water and increased in flow as the journey progressed. Some danger was present by the prevalence of hidden rocks in the stream which might have capsized the boat. Life preservers were carried and every precaution was taken to prevent disaster.

A young engineer, T. T. Meyling, of Keokuk, carefully sounded the river the entire distance. He carried a long pole marked with figures showing feet and inches. He was stationed in the bow and watched the river constantly for the appearance of snags or the ripple over the rocks. Several times large boulders were scraped, but no damage was done, with the exception of the breaking of the shaft on the engine early in the trip. George Bartel, of Keokuk, had charge of the seven and one-half H. P. gasoline engine. He was always on the alert for trouble and at the least notice stopped the engine, as the danger of going on a bar or hitting a snag was greater while the machine was running.

Meigs Makes Notes.

Major Montgomery Meigs, the civil engineer who was making the investigation, was seated in the stern of the boat. He steered the craft and made copious notes of his observations. The contour of the stream and its depth and width; the topography of the adjacent country; the altitude of the stream, taken from known levels; the early history of the navigation; the length and height of bridges; and many other points of engineering interest were jotted down for the compilation of his report.

The interest in the journey of the "Hornet" was shown at every stop. The villagers gathered on the banks and thronged the bridges. They were present in numbers at every stopping place and gave much valuable information for the guidance of the craft. Early recollections and names of steamers which traveled were given. Some erroneous directions were indicated, as well. The taking of the wrong channel just above Harvey caused considerable delay and trouble. At this point the river is divided. A cut-off branches off from the main channel, which the boat was advised to take. After entering this cut-off for a distance of a few hundred yards, the boat was found to be on a sand bar. After a great deal of work, the "Hornet" was dislodged, and returned up-stream. A consultation was now had. It was 6 o'clock at night.

At Harvey.

The town of Harvey was two miles over the bluff, on the other side of the stream. The boat was finally tied up for the night and the baggage left at a small farm house on the bank. A small skiff transported the party across the river over the sand bar which caused the delay, and soon the party reached Harvey, where the night was spent. The next morning the boat was returned to the main channel and the journey continued. The river is very little used and knowledge of the river bed is either too old for correctness or misundereood.

The most recent important use which has been made of the Des Moines river was several years ago when Kelly's army was transported down the river. It took the army eleven days to reach the Mississippi river. Actual running time, the "Hornet" made the trip in about four days. The earliest navigation of the river was in the fifties, and the last trips were made in the eighties. The names of some of the steamers, which are remembered were Flora Temple, Colonel Heine, Defiance, J. H. Wilson, and the Badger State.

Early Steamboat Days.

Evidence of the early steamboat days are still in the pretentious houses which were erected at the time. Red Rock is a typical river town, and even the houses show the influence of the river traffic. One can imagine that the steamboats gave the villages the air of boom towns, such as one would find at a scene of the discovery of gold. Keosauqua was no doubt a lively place during the early days. The hotel, even now, is on the river bank. Bonaparte's principal industry depended upon the river for its power. Everyone has heard of the woolen mills which were built by the Meeks and which are now idle. The dam has been washed out.

There was no dam to interfere with the progress of the "Hornet," with the exception of that at Ottumwa. Here the boat was put upon its skids and shipped around the dam. Remnants of former dams are still to be seen at several points. There is an old stone mill and lock still standing at Keosauqua.

If steamers could travel from Des Moines to Keokuk with as little trouble as the "Hornet" had, the decision of the government as to the availability of the Des Moines river, in the meantime life will go on as before. Floods will come and go, summer and winter will come and the residents of the Des Moines valley will dream that they hear the whistle of the steamer on the bend.

BRIEF HISTORY OF THE BRUTAL JUNKIN CRIME.

(Continued From Page 1.)

and family saw of her alive. Eight o'clock came, and she had not arrived at the house. Her sister was telephoned call by Mrs. Nelson to her mother brought forth the information that Clara had left home at 6:30 o'clock, and terrified that some misadventure had overtaken her, a diligent search was immediately begun. The progress of the dead girl was retraced, all her girl friends had been communicated with in the hope that she had returned to the spot where the awful deed was committed. Proceeding up the slight incline to the vacant lot, corner Dare and Gara streets, the horrifying sight of the body of his sister was first seen by her brother, Fred Rosen. Tenderly the body was lifted from the excavation in which it was secreted and laid upon the grass above. With the mother's hand, death was inflicted lay beside the body, and near by were found hairpins, fragments of clothes and other evidences that a terrific death struggle had ensued.

Immediately following the murder, Junkin, with other negro suspects, were placed under arrest by the Ottumwa police, but failure to tighten the coils around him resulted in his escape. On February 6, Junkin sold a diamond stone to K. J. Jackson, an Ottumwa pawnbroker, and when the police were notified of this Officer Joseph Beaman placed the negro under arrest a second time. Chief Peter Gallagher, Officer Frank Harris and H. C. Williams had, through persistent sweating of the suspect, gained several admissions, and when the report that Mrs. C. M. Johnson was assaulted by a negro had gained publicity upon the following day, February 21, he was hustled to Albia for safe keeping, the excitement in Ottumwa being such that the police feared mob violence. Two Pinkerton detectives, B. D. Way and J. O. Smith, the latter a negro were secured to assist the Ottumwa police by the American Commercial Travelers. One week in the Albia jail, where a series of sweating was administered the negro, resulted in his sworn confession, which was made public on Sunday, February 28. Fearful that an Ottumwa mob would visit the Albia jail, Junkin was removed to Des Moines and held there until Sheriff Jackson removed him to the penitentiary. A misconception of trains made a half day's stay in Burlington necessary, and at this place the negro was nearly lynched before he could be hustled away from the mob. Through a keen stroke of strategy, Sheriff W. W. Jackson and Chief Gallagher last Thursday removed the

STATEMENT.

of the condition of the Citizens Savings Bank organized under the laws of Iowa, located at Ottumwa, in the county of Wapello, at the close of business on the 18th day of May A. D. 1909, made to the auditor of state as required by law.

ASSETS.

Amount of bills, bonds and other evidences of debt discounted or purchased, actually owned by the bank, \$196,316.74

Amount of cash on hand described as follows:

Gold coin.....\$ 235.00
Silver coin and bullion.....395.10
Legal tender and national bank notes and checks.....5,145.17

Drafts and checks on other solvent banks and other cash items not discounted on hand and belonging to the bank.....1,601.02 \$7,376.59

Amount subject to be drawn at sight on deposit with solvent banks or bankers:

Bankers Nat'l Bk. Chicago, Iowa National Bank, Des Moines.....\$4,031.26
Overdrafts.....7,678.03 11,709.19
Oversights.....895.36

Value of personal property (owned by the bank).....776.00
Value of real property (owned by the bank).....2,960.00 8,726.00

Total assets.....\$210,022.88

LIABILITIES.

Amount of capital stock actually paid in cash.....\$50,000.00
Total amount due depositors as follows:

Amount of deposits subject to check.....\$88,595.17
Amount time deposits.....24,959.16
Amount deposits by banks.....7,653.08
Amount savings deposits.....86,874.20 158,081.61

Indebtedness of every kind due banks, bankers or persons other than regular depositors:

Bills payable.....None.
Re-discounts.....None.
Due clearing house.....None.
Amount of undivided profits.....1,941.27

Total liabilities.....\$210,022.88

Amount of all liabilities to the bank on part of its directors:

As borrowers.....None
As endorsers.....None
None

State of Iowa, Wapello County, ss. We, L. A. Andrew, President, Walter T. Hall, Vice President and Emma Anderson, Assistant Cashier, of the bank above named, do solemnly swear that the foregoing statement is full, true and correct, to the best of our knowledge and belief, that the assets therein set forth are bona fide the property of said bank in its corporate capacity; and that no part of the same has been loaned or advanced to said bank for the purpose of being exhibited as a portion of its assets.

L. A. Andrew, President.
Walter T. Hall, Vice President.
Emma Anderson, Assistant Cashier.

Sworn to before me and subscribed in my presence by L. A. Andrew, Walter T. Hall and Emma Anderson this 22nd day of May, A. D. 1909.

Ed. L. Roth,
Notary Public in and for Wapello County, Iowa.

Attested by: W. H. Keating, W. S. Vinson, J. F. Herrick, Directors.

negro to the scene of his trial, which begins tomorrow afternoon at 1:30 o'clock.

MURDER AND SUICIDE IN SMOKY ROW.

Continued from Page 1

In the Haven home. When Mrs. Edwards visited the King home last night, Edwards followed, and with the help of the police, he was going away and wanted to see his wife first. King allowed him and his victim to go into the bedroom, where shortly after the awful tragedy occurred.

Room Saturated With Blood.

The two rooms in the King house were saturated with blood from the tragic murder and suicide of last night. The floor of the room in which Edwards murdered his wife was practically covered with the life blood of the two victims. The instrument used was a pocket knife with a rough wooden handle, and the blade was two and one-half inches long. Chief Gallagher has the weapon. Immediately after King broke the door which separated the two from the other members of the household, the woman staggered out, bleeding profusely from the throat. Edwards who followed closely, was covered with blood, and with the aid of King was assisted to the front of the house. Falling beside his wife, whom Mrs. King helped through the front room to the open air, the life of the suicide went out. Chief Gallagher, Captain Mier and Officer William Black, were called to the scene and had arrived before Edwards died. Coroner Slaughter and S. A. Crowley were notified and the bodies were taken to the latter's undertaking parlors.

MATCH CAUSES SERIOUS BURNS

LITTLE EDWARD STATER SET FIRE TO CLOTHING AND IS NOW IN HOSPITAL.

While playing with matches at his home, 327 Mabel street Saturday, Edward, the 3-year-old son of Mr. and Mrs. E. W. Stater, was severely burned and has been an inmate of the hospital since shortly after the accident occurred. The little chap had gotten hold of some matches during the morning, and his mother took them from him, which caused the child to raise an infantile fuss because of being disturbed in his playing. Finally to quiet the little chap, the mother allowed him to have one of the matches. Shortly afterward she was horrified to hear the screams of the child and see his clothing a sheet of flame. She hastily extinguished the fire but not until her young son was quite severely burned about the limbs, abdomen and arms. His condition at the hospital today was said to be favorable, the burns while covering a large extent of the person of the child, were not very deep and his recovery is not doubted.

Other Hospital Notes.

Special Nurse Miss Delrick of Des Moines, who has been assisting the regular staff on special duty for a few days past, returned this morning to Des Moines.

Dr. F. J. Graber of Stockport is a professional visitor at the hospital today.

Miss L. McGee of Muscatine passed through the city this morning on her way to Osceola.

ANDERSON, The Clothier

OTTUMWA, IOWA.

Big Clothing Sale All This Week of Men's and Young Men's Suits.

\$9.95

Formerly sold at 12.50, 13.50, 15.00, 16.50, 18.50, 20.00, and 22.50. All go in this sale at one price.

Only **\$9.95** Strictly Cash

THE REASON

They were carried over from last season and we are bound to close them out. By the end of this week, they will be mostly all gone. Come early and get first choice.

MINE EMPLOYEE KILLED BY CARS

THOMAS WIGNALL, CIVIL ENGINEER AT HYNES FOUND ON BURLINGTON TRACK.

The body of Thomas Wignall of Hynes was picked up by an east bound freight train in charge of Conductor Arthur Hickey at an early hour Sunday morning, a mile and a quarter east of Dudley station on the tracks of the Burlington railroad, with both legs severed from the trunk.

A bottle of liquor was found on the person. Just how the accident occurred is not known, although Wignall was seen boarding No. 4, a Burlington train bound for Ottumwa, and later returned on No. 11 from here to Dudley, where he left the train and walked east along the tracks. This was the last seen of the decedent alive.

Thomas Wignall was a practical mining man and has lived about Avery and Hynes all of his life. He was employed by the Smoky Hollow Coal Co. as a civil engineer and was well known in the vicinity of home. Coroner A. W. Slaughter went to the scene of the accident yesterday and the inquest was held this morning at Dudley, Coroner Slaughter and Constable Derby driving there and returning about noon. The verdict of the coroner's inquest exonerates the railroad from responsibility for the accident which it states was due to Wignall being run over by the cars.

He then comments as follows:

"We have not had time to receive a reply to this yet, and the more people come to realize that 'Ware is out,' the more the wonder grows as to why he is out. We hear all kinds of conjectures, but none of them worthy of serious consideration, to our way of thinking. We are unable to believe that any person or persons in Seymour have influence enough to turn the scales of justice the wrong way. We cannot see how any person who believes in justice and right, and who has the right use of his reasoning faculties, would ask for or countenance a reprieve under the circumstances. In the first place, it is morally wrong. The man committed a great crime against society, against widows and orphans, and against the state of Iowa; crime that no penal sentence, however severe, can atone, but, at the same time, that is the only means by which society can protect itself from thieves and outlaws in general. Why should the individuals who constitute society, here or elsewhere, wish to throttle justice and trample under foot all lawful means, weak as such means may be, to restrain criminals and discourage criminality? We say we cannot believe that any one of mature judgment and good sense in Seymour asked for or encouraged his parole. We understand that the convict wrote to a number of his friends, or former friends (for he had many friends before the bank failed and his guilt was established) to help him if they could, but we also understood that he received discouraging replies to his appeal.

"And yet, the word comes to Seymour, and it is true, that he is paroled. He might as well have been paroled outright, given a chrono, and told, go sin some more! The moral effect would not have been worse. It all puts a premium on dishonesty and encourages men in positions of trust to betray their trust, knowing there is no legal barrier in the way of doing as they please, the main requirement being that they make a big haul while they are at it.

"Some people say there will certainly be 'big developments' in the bank case yet and that the reason Ware is paroled is that there must be others equally or more guilty than he. If there is any truth in the theory every honest man in Seymour will be glad to have the truth come out, let it

DEATH CAUSED BY PASSING TRAIN

In the death of Brakenman C. E. Lanyon who was killed Friday evening near Tower No. 307, between Albia and Tyrone and was thought to have been the victim of a thug, investigation by the railroad special agent James Harrison has revealed the fact that the death was caused by a train instead of a thug. No. 13 was undoubtedly the train that caused the death of the brakeman and the likelihood of being struck by a hobo at the hour of 5:30 p. m., is highly improbable. It was determined by the investigation that the unfortunate man must have fallen asleep along side the track as he was seen by a passing freight train crew, sitting along the right of way with a green flag in his hand before No. 13 was due. From the manner in which he was struck it is very evident that his head lay close to the rail for the wound on his skull, which was badly fractured, points to the small iron step that is attached to the pilot of the engine on No. 13 having struck his head.

The theory of a hobo having struck Lanyon was caused by the statement of his father that the watch he usually carried was missing, but as he had seventy-five cents in his pocket when found and it being known that a dollar was all of the money he had on his person when at Charlton where he paid twenty-five cents for his dinner the motive of robbery was eliminated. Also by further investigation it was found that his watch had been left home and was found there by his family Saturday. It is said that he had attended a fireman's banquet and social function the night previous and this is thought to account for his being tired, and being without his watch made a miscalculation of the time and fell asleep causing him to be struck by No. 13.

WARE'S RELEASE STIRS SEYMOUR

EDITOR WRITES TO GOV. CARROLL AND ASKS WHAT INFLUENCES WERE USED

Seymour, May 24. — Much feeling is manifested in this community over the action of the state board and Governor Carroll in paroling Leroy Ware, who was sent to the penitentiary for wrecking the Farmers and Drivers State bank of this place.

The following letter of the editor of the Leader to Governor Carroll and editorial comment on the situation, editorially reflects the state of local public sentiment.

In his letter to Governor Carroll the editor says:

"Your Excellency. — The people of Seymour learn with regret that the state board of parole has granted a parole to Leroy Ware, defaulting cashier of the bank at this place. Can you or some member of the board enlighten us people down here as to what influences were brought to bear, to so hypnotize the members of the board that they should grant a parole, and who was instrumental in doing it? I think the people of Seymour have a right to know all the circumstances, and an early answer will be appreciated."

He then comments as follows:

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DRAIN TILE

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strike whom it may. Meanwhile, the only person who can unlock this secret, if such exists, is Leroy Ware, and from the start he has persistently shut up as tight as a clam, after making certain vague hints as to what he could do in throwing the blame on other parties.

"It was this refusal on his part to aid in any way the investigation of the bank's affairs that turned his former friends and business associates against him, perhaps as much as his crookedness itself.

"When County Attorney Sallman ascertained that Ware had been granted a parole, he sent a warrant for his arrest to Lee county, which was served by the sheriff of that county. Ware immediately sued for a